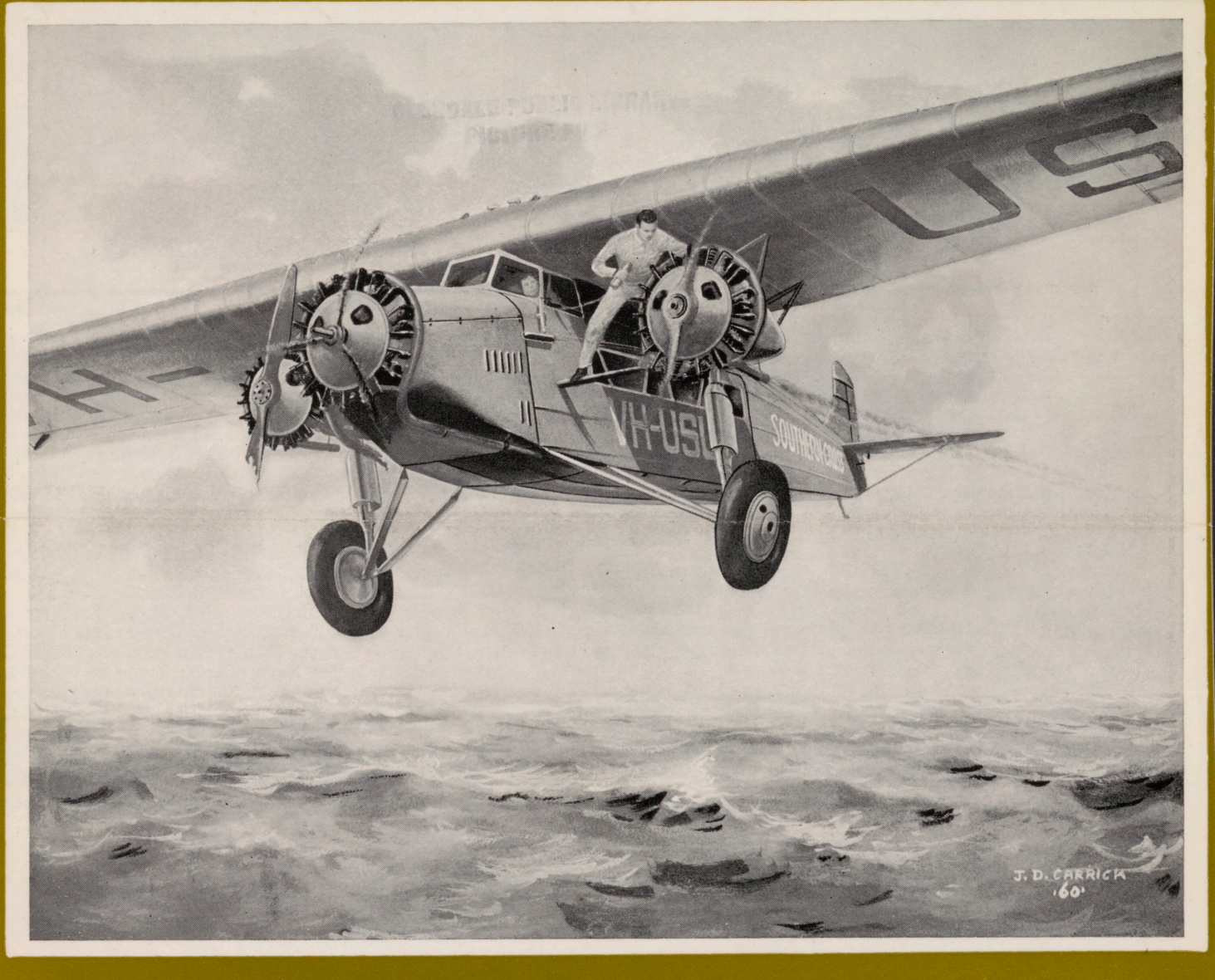
FOKKER-THE MAN AND THE AIRCRAFT



Compiled and Written by **HENRI HEGENER**

Edited by **BRUCE ROBERTSON**

Tone Paintings by **W. F. HEPWORTH,** *M.S.I.A.* *Based on Original Drawings by* **J. D. CARRICK**

Produced by **D. A. RUSSELL,** *M.I.Mech.E.*

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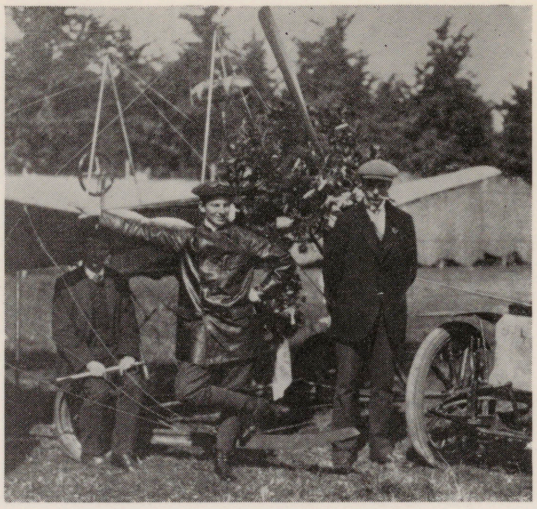
One of the earliest photographs of Anthony Fokker who is seen here with his sister Cato in their Zeeland costumes.

June 1915, Fokker was then 25 years old and on the threshold of a successful career. Note the moustache.



Fritz Cremer, school friend and early associate, right, with Fokker after the flying demonstration at Haarlem.

Right, yet another of this book's numerous illustrations spanning Fokker's life, depicts him when 18 years of age.

No man in the history of the development of the aeroplane was so well known for his truly practical pioneering work, his skill as a test pilot, and for the very wide range of aircraft types produced by his firm, as Anthony Fokker. No man in the history of the development of the aeroplane has so 'caught the headlines' and attracted to himself such a wide variety of 'Names'—everything from 'genius' to 'egotist' . . . plus one or two less kind! These factors, and indeed many others, were the reasons for the devotion by the leading Dutch Aviation Writer Mr. Henri Hegener over the past three years, to continuous hard work in compiling and writing the story of FOKKER—THE MAN AND THE AIRCRAFT.

Discussions first took place with Mr. Hegener early in 1957, when he then emphasised that the compilation of the material for such a book was a task no *one* man could carry out. Mr. Hegener was insistent that without the help of a number of men who *had actually been associated with Fokker*, justice could not be done to the man or the firm that still bears his name.

Thus, it came about that in the following years, I sought contact with as many men as were still alive and who could provide first- and information about Fokker—the man; Fokker—the aircraft designer and test pilot; and Fokker the founder of a business which has an International reputation second to none. Together with Harleyford's Technical Editor, Mr. E. F. Cheesman, I have visited the United States of America, Germany and Holland, altogether travelling some 10,000 miles, to meet these men and to gather from them hitherto unpublished photographs and information which would assist Mr. Hegener in compiling and authoring this book.

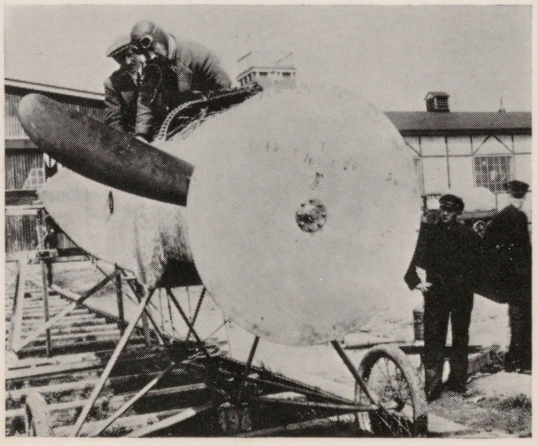
We did in fact talk with, *and much more important listen to*, Mr. B. Stephan who was Manager of the Fokker factories in Holland while Fokker was in America. Then there was Mr. Charles Froesch who was Fokker's chief maintenance engineer 'in the field' in the early 'thirties in the United States of America. We met Mr. F. W. Seekatz, who had the longest association with Fokker having joined him in 1912, and who remained with the firm until the end of the 1939-1945 War. We interviewed Mr. M. Beeling who joined the Fokker firm in the early 'twenties and who became assistant to Reinhold Platz; and we had several meetings with Mr. H. A. Somberg whose association with the Fokker Company commenced in the early 'thirties, and who is now its Chief Public Relations Officer.

All these men gave many hours of their time to answering a wide and varied range of questions. In addition, they searched through their personal files for photographs and information, a selection of which has been incorporated in this book.

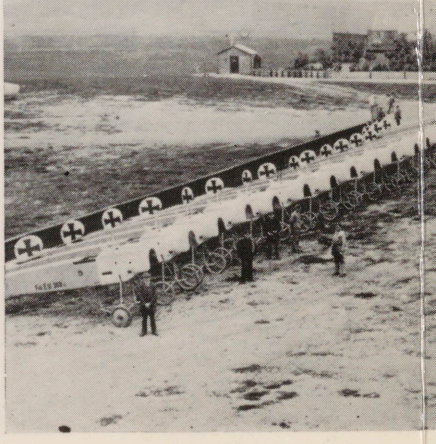
Last, but by no means least, there is Mr. Henri Hegener himself: now aged 66 years, and living in retirement after a lifetime of work

Top: Spider, No. 1. The only known photograph of this famous forerunner of the Fokker types. Bottom: Whilst associated with Goedecker at Gonsenheim in 1911, Fokker built and flew Spider No. 3.

Much of Fokker's fame stems from his practical solution of the problems connected with synchronized machine-guns on aircraft. The story of this most interesting and revolutionary development in air-fighting is fully described by Henri Hegener. Fokker is here seen during these armament experiments.



As the author recounts, Tony Fokker was often hard pressed to obtain adequate supply of engines for his aircraft, and this photograph provides pictorial proof of a shortage in these E-III's awaiting Oberursel engines at Schwerin, 1915.



On the 31st August, 1911, Tony became the pride of his family and the hero of Haarlem after demonstration flights in his Spin.

Tony takes his mother for a flight at Schiphol in July 1922.

1934 and a time of mixed fortunes. Fokker, in difficulties with his own airliners, acquired sales-rights for Douglas D.C.'s.

as the leading Dutch Aviation Writer; he first met Anthony Fokker in 1919, and as related in the book was in constant touch and on many occasions flying with Fokker throughout his lifetime. Mr. Hegener knew Reinhold Platz who for many years was Fokker's chief designer, and has from time to time consulted him during his work on this book.

The 'FOKKER' book is divided into three parts. The first occupies approximately half the total number of pages, and is in the form of a 65,000 word narrative of the life of Fokker from his early days in the Dutch East Indies; his youth and early experiments; his rapid rise to fame during the 1914-1918 War when he designed and produced aircraft for the German Air Service; his return to Holland after that War and establishment of his firm in the country of his birth; the world-wide use of his aircraft in the inauguration and development of International Air Lines; his entry into the American Aircraft Industry; and the story of the Fokker firm up to present time.

Part Two of the book comprises 48 3-view drawings of Fokker aircraft. These have been selected with a view to providing the reader, in pictorial form, with a wide assessment of Fokker types from the first, the well-known Spin (Spider) up to the latest the F.27 (Friendship). These drawings are all to the $\frac{1}{72}$ scale and have been prepared by Harleyford's draughtsmen, J. D. Carrick and Frank Yeoman, with additionally, several drawn by Paul Matt of Los Angeles, U.S.A. Of the aircraft described, no less than 17 occupy double-page spreads, thus enabling the standard $\frac{1}{72}$ scale to be maintained throughout. This has increased considerably the cost of preparing the drawings, the tone paintings, and the blocks from which they have been printed; but the reader will benefit enormously by being able to *compare all these 48 aircraft, each with the other, in their relative sizes.*

Following the many letters of appreciation of our new style of presentation of the $\frac{1}{72}$ scale 3-view drawings by W. F. Hepworth, as in 'Spitfire—The Story of a Famous Fighter'; the whole of these 48, $\frac{1}{72}$ scale 3-view drawings in 'FOKKER' are presented in the similar two-tone manner.

Part Three of the book consists of a type-by-type review of over 200 Fokker types, nearly every one of which is illustrated with a photograph. This is the work of Harleyford's Technical Editor, E. F. Cheesman. This section alone, runs to nearly 50 pages, and will be of particular interest to aviation historians who from various sources have heard of the wide range of aircraft designed and built by the Fokker company. But only *now* will they have had the opportunity of studying all this information between the covers of *one* book. Here, then, is yet another 'winner' by the 'Harleyford Team'.

D. A. RUSSELL

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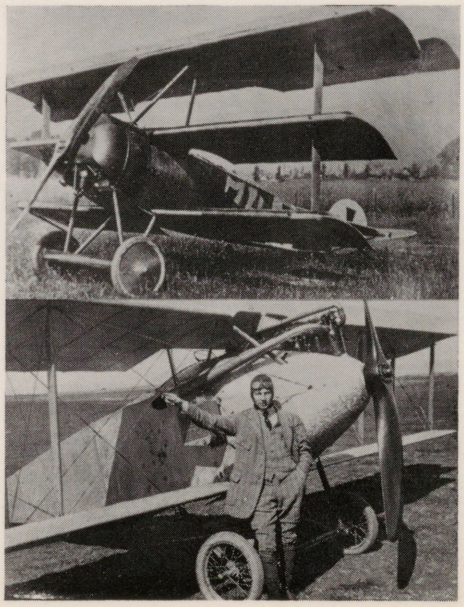
engines
rovides
E-I/I's
1915.

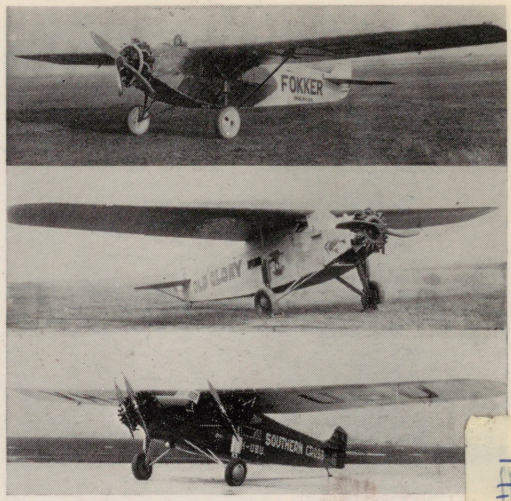
A very comprehensive text and photographic coverage of all Fokker aircraft is, of course, included in the pages of this book. Right Top: The 1917 Triplane. Bottom: Fokker beside a D-I of 1916.



Fokker designs continued up to the Armistice and the final types to see action were the famous D-VII (top) and the D-VIII monoplane.

Continuing Fokker's story after World War I the emphasis is on his civil designs such as, top, the F.II airliner, as used by K.L.M. and the first American acquired 'F' type, the F.IV flown by Kelly and McReady on their record flight.

Right: other types described and illustrated are, top to bottom, the Universal, the F-VII and the F.VIIb/3m.



FOKKER—THE MAN AND THE AIRCRAFT contains 224 pages each size 11″ × 8½″, all printed on glossy art paper. Book is cloth bound in heavy boards, gilt blocked, and wrapped in an attractive dust cover in full colours. Weight is nearly 2¼ pounds. Order your copy NOW from the address given at the foot of this page.

AIRCRAFT - MILITARY
FOKKER
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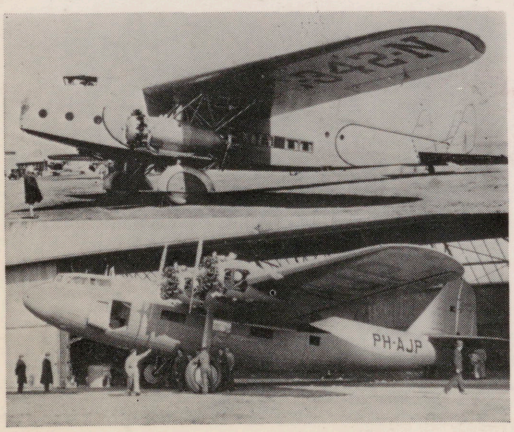
CONTENTS OF 'FOKKER—THE MAN AND THE AIRCRAFT'

A total of over 100,000 words, over 350 photographs, 48 $\frac{1}{72}$ scale 3-view two-tone paintings (see list below) and a type-by-type review of over 200 Fokker designs.

1. Spin III Variant
2. M.10Z (B-II)
3. M.14 (E-II)
4. M.20 (D-IV)
5. V.1
6. V.4 (Dr-I)
7. V.13 (D-VI)
8. V.24 (D-VIIF)
9. V.28 (D-VIII)
10. V.38 (C-I)
11. V.45 (F.II)
12. F-IV (T-2)
13. S.II
14. C.IV
15. T.III
16. D.XIII
17. C.V-D
18. F.VIIA
19. Universal
20. Super Universal
21. B.III
22. S.IV
23. F.VIII
24. T.IV
25. F.VIIB/3m
26. F.10A
27. C-2A
28. F.XII
29. C.VII-W
30. F.14
31. F.32
32. D.XVI
33. C.X
34. XO-27
35. F.XX
36. F.XXXVI
37. D.XXI
38. C.XIV-W
39. T.V
40. T.VIII-W
41. G.IA
42. S.IX
43. T.IX
44. D.XXIII
45. S.11 'Instructor'
46. S.14 'Mach Trainer'
47. XFA-1
48. F.27 (Friendship)

FOKKER—THE MAN AND THE AIRCRAFT is produced in the usual standard size 11″ × 8½″ and with the same high quality of printing as in all previous HARBOROUGH books. The book has an improved form of binding decorated with coloured silk head and tail bands on the spine; it is bound in heavier weight and superior quality boards, covered with high quality cloth. The dust cover carries a reproduction in *full colour* of the painting shown on the first page of this leaflet. This painting illustrates an incident in the epic flight of the 'Southern Cross' piloted by Sir Charles Kingsford Smith on the first attempted flight from Australia-New Zealand. The aircraft is a Fokker F.VIIB/3m. The picture shows Captain (now Sir) P. G. Taylor transferring, with the aid of a Thermos flask, oil from the starboard engine (which had to be stopped following damage to a propellor blade) to the much over-worked port engine. This painting by Harleyford's Artist, J. D. Carrick, is up to his usual high standard and will undoubtedly please many readers. It is also reproduced at the beginning of the book as a frontispiece.

Top: another, and the last of the American-designed types was the F.32, a four-engined airliner, of which 10 were built in 1929.
Bottom: one of two F.XXII airliners which, following K.L.M. service, were sold to the British in 1939 and eventually impressed into the Royal Air Force in 1941.



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The world's first twin turbo-prop airliner, the F.27 'Friendship' currently replacing the 'Dakota' throughout the world. The lower photo is of the 'Troopship'.

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